

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR/Kalininskaya Oblast	REPORT	<input type="text"/>	25X1
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Comments:

- Throughout this report, read: dorozhno-komendantskaya sluzhba as dorozhno-komendantskaya sluzhba; upelnomechenyi kontr-razvedki as upelnomecheny kontrrazvedki; KPP - kontrolno - propusknoy punkt as KPP - kontrolno-prepusknoy punkt; Otdel snabzheniya goryuchim as otzel snabzheniya goryuchim. 25X1
- Throughout this report, read: Vasiliev as Vasilyev, Beletserkevskiy as Beletserkevskiy, and Major Aleksey Nikolaevich Aberyanov as Major Aleksey Nikolayevich Aberyanov. 25X1
- In paragraph 8, intendantskaya sluzhba in parentheses after "Finance Service" is obviously incorrect. Intendantskaya sluzhba means quartermaster service.
- In paragraph 3, Mityaghin is possibly Mityagin.

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ARMY review completed.

25 YEAR RE-REVIEW

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COUNTRY **USSR**

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25 YEAR RE-REVIEW

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THE SOVIET ARMY 114TH SEP ROAD EXPLOITATION BN

A. HISTORY OF THE BATTALION

The 114th Sep Road Exploitation Bn was initially one of the units of the Northwestern Front and was subordinate to the Road Department of the Northwestern Front staff. It was located in the village of NOVINKA on the shore of Lake Seliger, about 100 km from OSTASHKOV (5710N-3305E). Inasmuch as the Northwestern Front had been stabilized for a long time, the battalion remained in the same location for an extended period. At the end of the summer of 1943, after the Sixteenth German Army under General VON BUSCH had been withdrawn, the 114th Sep Road Exploitation Bn was transferred to a district in the vicinity of DEMYANSK (5741N-3228E), where it continued to perform its road exploitation and traffic control mission.

In the beginning of November 1943, the battalion was transferred by freight train via Moscow to Darnitz (coordinates unknown) near Kiev and became part of the First Ukrainian Front. Until the spring of 1944, it took part of the construction of the elevated wooden bridge across the Dniepr river, having been especially charged with building the bridge foundation (consisting of wooden piles). From the end of the spring of 1944, as one of the units in the First Ukrainian Front, the battalion was constantly moving westward following the forward Front units and carrying on its mission of road exploitation, utilization and control. Upon cessation of hostilities the battalion returned east, performing its road exploitation mission and regulating the traffic of eastward bound units. In August 1945, by its own means of transportation (not by rail), the battalion arrived in LVOV and was placed at the disposal of the LVOV Military District for deactivation.

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B. ORGANIZATION OF THE BATTALION

1. Subordination

The 114th Sep Road Exploitation Bn was directly subordinate to the Road Department of the Army Group (Front) and belonged to the rear services of the latter. [] occasionally the battalion might be attached to an Army, thus becoming directly subordinate to the Road Section of the Army, belonging to its second or rear echelon. [] each Army had one battalion of this type and that besides this, the Army (Front) had two or three such battalions.

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2. Mission

The mission of the battalion was to maintain, supervise, and control the roads as well as to regulate the traffic on same (dorozhne-komendentskaya sluzhba), within a specific sector containing roads which were either under Army Group (Front) or Army jurisdiction. The latter depended on whether the battalion was assigned to an Army Group or an Army. On an average the battalion was responsible for about 100 km of roads. [] it had no combat mission.

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3. Organizational Chart

See Annex A for the organizational chart of the 114th Sep Road Exploitation Bn []

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Annexes:

Annex A - Organizational Chart of the 114th Sep Road Exploitation Bn.

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Organizational Chart of the 114th Road Exploitation Bn

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1. Battalion Commander: This position was held by an officer in the rank up to and including Lt Col. [redacted]
2. Political Officer: This position called for an officer with a rank up to major inclusive. This officer was in charge of all political matters and was responsible for the political training of Battalion personnel. [redacted] this officer was Major Fedor Ivanovich POPOV.
3. The Chief of Staff was Major (fnu) BELOTSEKOVSKIY. His assistant responsible for traffic control was Captain Nikolay FEDOROV. His assistant for security was Captain Aleksandr Aleksandrovich MITYAGHIN. The Chief of Staff also had two clerks (both first sergeants, one for regular and one for secret correspondence) and three to four messengers (privates). The staff had one vehicle (Type GAZ-AA).
4. Security Platoon: The CO was Sr Lt (fnu) CHERKASOV. The platoon comprised 36 to 40 soldiers, whose mission was to insure the security and defense of the headquarters, its staff, warehouses and miscellaneous posts organized by the battalion.
5. The Secretary of the Party Organization was Sr Lt (fnu) SUDAKOV.
6. The Counterintelligence Officer (upolnomochnyyi kontrrazvedky) was Sr Lt SERKOV.
7. The Deputy CO for Technical Matters was an engineer-major responsible for all technical matters. [redacted] He was assisted by the following staff:
 - a. A road engineer: Engineer-Captain Nikolay Fedorovich BIRYUKOV.
 - b. An automotive engineer: Captain Nikolay Ivanovich FIRSTOV.
 - c. One clerk for automotive matters, a position held by a female private.
 - d. One clerk for road matters, a position held by a female private.
8. The Finance Officer was Sr Lt Vladimir KLIMOV, of the Finance Branch (intendantskaya sluzhba).
9. The Medical Officer was a Captain (fnu) MAGDA of the Medical Corps.
10. The Chemical Officer was a Sr Lt (fnu) DOSOV, who was responsible for the good working condition of gas masks and chemical warfare (protective ointment, etc.) kits.
11. The Deputy CO for Housekeeping Matters (po khozyaystvennoy chasty), Major Aleksey Nikolaevich ABERYANOV was responsible for the general supply of the battalion, including food. His assistants were as follows:

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- a. An officer in charge of food and forage, Sr Lt (fnu) GETYARKIN.
- b. An officer in charge of clothing and other supplies, Lt (fnu) PAVIN.
- c. One clerk (NCO), for food and forage supply matters.
- d. One clerk (NCO), for clothing and other supply matters.
- e. Two warehouse workers for food and forage supplies, usually privates or NCO's.

The Housekeeping Section had one ZIS-5 truck for transporting food supplies and ammunition, which was picked up from Army Group (Front) warehouses.

12. Road Exploitation Company (dorozhno-Komendantskaya rota): The Company CO was an officer holding the rank up to and including captain. His assistants were: a Political Officer; a Traffic Control Officer; a Supply Officer; a Road Platoon CO; a Traffic Control Platoon CO; a Service Platoon CO; a Senior Nurse; a Junior Nurse; a Veterinarian Feldsher, who took care of transient horses only, since there were no horses in the 114th Sep Road Exploitation Bn; and an Administrative Officer or Adjutant. The aforementioned assistants were all officers. In addition there was the leader of the Technical Squad, who was first sergeant.

The three road exploitation companies were made of the following subordinate units:

- a. One traffic control platoon, consisting of about 32 to 36 male limited service and female personnel. Its mission was to regulate and control traffic on the roads assigned to it by establishing, wherever necessary, traffic control posts as well as a check point (KPP - kontrolne-propusknoy punkt) in accordance with battalion orders. The platoon was also responsible for posting the necessary road signs along the roads assigned to it. The work of the check point and of the traffic control posts was organized on a 24 hour basis. The traffic control CO was usually also designated as CO of the check point. These CO's were usually selected from among NCO's. This platoon had one vehicle (GAZ-AA) to carry out its constant supervision of the roads assigned to it.
- b. One Road Platoon, consisting of about 38 to 40 limited service personnel. Its mission was to carry out road maintenance and repair work, in particular the repair of holes, the levelling of the road sides, the cleaning of cuvettes, the cleaning of small bridges and pipes and the sanding of roads. During the winter the platoon built snow fences out of fascines or snow banks along the roads wherever necessary, sanded roads in spots where there was danger of skidding and removed the snow from the roads by either mechanical means or by hand. It had one ZIS-5 truck, one ChTZ-S-65 caterpillar tractor and snow-plows. Other equipment included shovels, mattocks, crow-bars, and other tools necessary for the repair of roads and the removal of snow.
- c. One service platoon, consisting of about 28 to 34 male limited service and female personnel. Its mission was (1) to establish along the roads feeding points for units and casual military personnel traveling along these roads, and (2) to feed and supply the personnel of its own company.
- d. First Aid Station: This station was set up along the road to render first aid to soldiers traveling along it who had sustained minor wounds or needed medical help. Although it had three to four cots, it only gave provisional aid, and all military personnel unable to continue on foot were evacuated by means of vehicles to the nearest field hospital. It also gave first aid to the personnel of its own

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company. Its personnel was composed of medical NCO's and privates, (for the most part female).¹

- e One Technical Squad: This consisted of about 10 to 12 soldiers, primarily specialists such as drivers, mechanics, mechanics helpers, electricians and unskilled mechanics. Its mission was to drive, service, and repair the company vehicles and tractors. It established the minor vehicle repair point and the refuelling station (POL). The mission of the minor repair point was to effect minor repairs for vehicles of other military units traveling along the roads under the company's jurisdiction. The minor repair point had at its disposal a GAZ-AA repair truck, which in turn was equipped with a cabin containing a workbench, jaw vice, portable furnace, tools, spare parts, and other instruments indispensable for automobile repair. If necessary, the repair truck was driven to spots where vehicles had broken down because of mechanical defects. The leader of the Technical Squad, a first sergeant, was usually designated as the CO of the minor repair point. 25X1

The Refuelling Station provided POL for the company and battalion vehicles, as well as for the vehicles of other military units having POL coupons issued by the POL Supply Department (OSG or Otdyel' snabzheniya goryuchim) of the Army Group (Front). [redacted] the station never received more than five tons of POL a month, 95 per cent of the latter was gas and five per cent other lubricants.

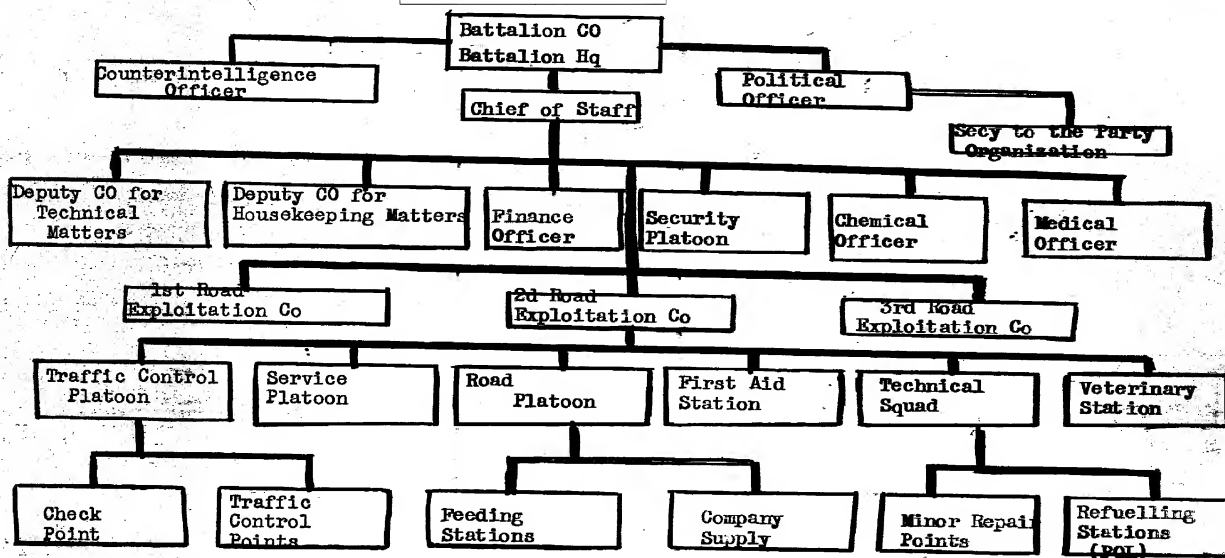
- f. The Veterinary First Aid Point had the mission of giving first aid to the horses belonging to units traveling along the roads. Veterinary first aid was directly provided by the company veterinarian, a Feldsher, assisted by soldiers attached to the point. 25X1
- [redacted]

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Annex A
Organizational Chart of 114th Sep Road Exploitation Bn

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